



Christopher F. Nevins
Chairman
[Airlines]
July 27, 2018 – April 23, 2022

Lorri E. Badolato
Vice Chairman
[Corporate Aviation]
October 7, 2020- July 25, 2024

Thomas J. Malafronte
Secretary
[Airport Management]
November 22, 2017- July 25, 2021

Garrett Miller
[General Aviation]
July 27, 2018 - April 23, 2022

William J. Moran Jr.
[Airport Authority]
November 22, 2017 – July 25, 2021

VACANT
Vice Chairman
[Aviation Association of New
Hampshire]

Victoria F. Sheehan
[Commissioner, NHDOT
Ex officio]



RSA 21-L:8

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

December 18, 2020

To: Aviation Users Advisory Board (AUAB)

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, December 18, 2020 via Zoom teleconference meeting at 10:00 AM.**

Join Zoom Meeting

<https://zoom.us/j/94455256040?pwd=QXFIQ0huZTliaitROXNvQVpsMFd4dz09>

Meeting ID: 944 5525 6040

Passcode: 185657

One tap mobile

+13126266799,,94455256040#,,,,,0#,,185657# US (Chicago)

+16465588656,,94455256040#,,,,,0#,,185657# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington D.C)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 944 5525 6040

Passcode: 185657

Find your local number: <https://zoom.us/j/aeFwxtYCL2>

Approval of Minutes- September 18, 2020

- Chairman’s Comments
- Public Comment
- Election of Officers
- Setting of the AUAB Schedule for 2021

Proposed:

March 19, 2021 @ 10:00AM

June 18, 2021 @ 10:00 AM

September 17, 2021 @ 10:00 AM

December 17, 2021 @10:00 AM

AUAB Agenda- September 18, 2020 Page 2

Christopher F. Nevins
Chairman
[Airlines]
July 27, 2018 – April 23, 2022

Lorri E. Badolato
Vice Chairman
[Corporate Aviation]
October 7, 2020- July 25, 2024

Thomas J. Malafronte
Secretary
[Airport Management]
November 22, 2017- July 25, 2021

Garrett Miller
[General Aviation]
July 27, 2018 - April 23, 2022

William J. Moran Jr.
[Airport Authority]
November 22, 2017 – July 25, 2021

VACANT
Vice Chairman
[Aviation Association of New
Hampshire]

Victoria F. Sheehan
[Commissioner, NHDOT
Ex officio]



RSA 21-L:8

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

New Business

Bill Moran Presentation (45 Min)

CAP National Radar Analysis Team--Down aircraft location in 26 minutes.

COVID Update

- Airway Toll
- TSA Passenger
- Alton Bay Ice Runway

2021 Aviation Legislation

- Add UAS Board Member to AUAB
LSR-2021-0437 (HB) Sponsor Rep. Kenneth Weyler
- Laser Legislation proposal

Old Business

- Airport Update- Handout

Executive Session – if necessary.

AUAB Meeting on September 18, 2020

10:02 Meeting called to order by the Chairman Nevins

Board members in attendance: Chris Nevins, Lorri Badolato, Bill Moran, Tom Malafronte, Garrett Miller.

In attendance from the Bureau of Aeronautics: Patrick Herlihy, Tricia Lambert, Carol Niewola, Will Stanfield, Danielle Plant, Kathy Schmitt and Kimberly Hanson

Members of the public were in attendance: Andrew Pomeroy (GSAMA)

The Chair of the Aviation User Advisory Board (AUAB) has found that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance to Governor's Order #12 pursuant to Executive Order 2020-04, as extended by Executive Orders 2020-05, 2020-08, 2020-09, 2020-10, 2020-14, 2020-15, 2020-16 and 2020-17, the AUAB is authorized to meet electronically. Please note that there is no physical location to observe and listen contemporaneously to this meeting which was authorized pursuant to the Governor's Emergency Order.

The AUAB is utilizing Zoom for this electronic meeting. All members of the AUAB have the ability to communicate contemporaneously during this meeting through this platform and the public has access to contemporaneously listen and, if necessary, participate in the meeting Chairman's comments: None

Public Comments: None

Reviewed the minutes. No questions were raised by the Board Members. Motion to accept the Minutes was made by Chris Nevins seconded by Lorri – approved by unanimous vote by verbal role call.

New Business

CARES Act Funding to Airports – Bureau of Aeronautics Briefing – the funds for Group 1 grants are not in yet (\$16 mil – \$17 mil from Cares Act); this will be attached to the AIP program. Net effect will be 100% Federal Share in the end for Group 1. (non-federal share (i.e. state and local share) will be covered by CARES Act funds); Groups 2&3 are for commercial airports; Group 4 for is for operations and maintenance at non-commercial airports; Plymouth and Parlin Field (both privately owned airports) will get money because they have a NIPIAS number, otherwise only publicly owned airports qualify for CARES Act money.

Keene supplemental funds will not be available until after October 1 – there has been some confusion about the availability of CARES Act funds for this airport, but it is expected to get resolved this Fall.

Airway toll grants: info in packet; NH-AIM Program

Revenues are off by about \$20,000 through the June 30 fiscal year due to drop in flying in the first few months of the pandemic; Avgas sales have seen an uptick for the year.

The next fiscal year will be interesting owing to the ongoing pandemic.

Lower revenues will, of course, have impact on AIM grants.

Avgas sales has been generally stable for the calendar year; Commercial fuel sales are off after steady growth; corporate fuel revenues have been fairly consistent.

Cumulative fuel revenues are off for FY2020 (ending June 30), with an upward trending in June. Spike in November 2019 may have been a result of an uptick in ecommerce cargo. Trends are going up - Tom Malafronte reports that trends at MHT for activity are increasing although not to last year's levels) (May-Aug 2020 are up 800 per day vs 1000 per day for the same period in 2019) United and Delta have suspended passenger service. Delta has hired a station manager which is an indication that they are planning to restore service, possibly coming back online in early 2021. Positive news is that available seats are being filled (about 80% for SW and American – middle seats being left open). If United and Delta return that will help increase passenger enplanements numbers. bond rating companies are beating up MHT because of passenger enplanements – BUT cargo is up (bond rating companies don't give that traffic as much weight) and on pace to exceed last year which was a record season. MHT has signed on additional freight forwarders. Amazon may be coming to Hudson. Possible Aeroterm contract (they lease cargo facilities).

Corporate aircraft uptick? Not really owing to COVID impact – corporations are not flying right now, even privately. Appetite for hangars and other facilities has been up. Tom Malafront thinks that corporate aviation is poised for a comeback pending COVID outcome (maybe later in 2021?).

Andrew Pomeroy speaking on activity at Pease International Airport at Portsmouth: Large aircraft use is down owing to airport runway work this summer. He thinks registration fee change has helped with corporate aircraft - interest in hangar space and services has seen an uptick. Sky Haven has a wait list for T hangars. Pilot Training is up significantly, perhaps due to reduced spending on travel, etc. so funds are available to bucket list activities like pilot training, or because of pent up demand owing to temporary COVID shut down of flight training. Sky Haven is very busy.

Garrett Miller concurs on flight training activity, with a backlog of interest at Hampton Airport.

How do we compare to other states on fuel fees? Based on 15 year old study, Corporate rates (\$0.02) are about average, Part 121 rate (\$0.005) is on the low end; .04 avgas is on the low end. There has been no new study of fuel rates to know for sure.

Aircraft Registration Report to the Governor: Number of aircraft registered in NH for FY 2020 is up by 3 aircraft; the number of aircraft over 12,500 lbs. is up by 7 aircraft, while 8001 – 12,5000 is down by 7 aircraft. The numbers are a little off owing to correcting of data from prior years and going forward.

Registration fee revenue is off by less than half year-over-year from pre-registration change. Boire Field (ASH) gained 5 jets and met other FAA requirements, so it has been bumped up to a national category airport from a regional category, so its projects will get priority.

Andrew Pomeroy observes that there seems to be an uptick in new buyers of small aircraft, more interest from existing owners in other states, and an uptick in new jet aircraft buyers. He has seen a lot of inquiries for hangars vs. tiedowns.

No data is available for Moultonboro as of 2020 because they are private, so the aircraft are counted in the State Airport System numbers instead.

There is an increase in NEW aircraft registrations but mostly in smaller aircraft.

More aircraft owners are complying with registration requirements – the Bureau working with the airports on quarterly reporting seems to have gone a long way in this regard. Owners seem to be more

aware of the requirements likely because of their interaction with their airport management which is tracking aircraft basing for reporting, and the reports have assisted the Bureau in collecting fees. Compliance by aircraft owners is way up. A few airports are not complying with the reporting requirement in a timely manner, but overall airports are complying.

If an aircraft is not registered with the state, then invoices are sent (by law the Bureau must send 3, but they actually they send 4), and the Bureau actively engages to see if the aircraft owner would qualify for a waiver – final notice of registration fee is sent by certified and standard mail, then a lien is put on the aircraft if non-payment continues. There are 50 airplane liens presently. If non-payment continues then the matter goes to hearing with the Commissioner. If the owner loses, then owner could appeal to the AUAB (owing to the AUAB's role as the Appeals Board, information on specific cases is not shared with the Board). Airports are not copied on invoicing, so airports do not know what is being sent, but they are notified through the reporting process if an aircraft is not registered. Airports are sometimes contacted by the Bureau for contact information of a non-compliant aircraft owner. Pease and Manchester airports both require proof of registration at the airport in order to obtain a badge for access onto the ramp.

Aeronautical Fund Trust Program

The current balance is \$6,968.36. No new contributions have been made.

2020 Aviation LSRs – legislation proposed

HB 1182 – with amendment re: Flying Cars (Roadable Vehicles) was passed and signed by the Governor. The Dept. of Safety will need to make rules; Bureau will need to communicate to DOS that the aircraft is registered and airworthy. The bill to equalize charges across all third-party passenger car movements, including UBER and LYFT, etc.) was passed, so Manchester will now be able to charge the same access fees to them as they do for taxis and limousines – this was previously a Federal Grants Assurances compliance issue for Manchester, but without state legislation permitting Manchester to charge fees to service providers such as LYFT and UBER, the airport could not remedy the issue.

UAS definition and clarification FRS 422 didn't go anywhere (passed Senate and House didn't pass the OMNIBUS bill in which the provision was included)

Add UAS Board Member to AUAB – didn't go anywhere

Both bills need to be reintroduced – talks with Ken Weyler to reintroduce the bills in ongoing. The issue this legislative term is that many bills were consolidated into Omnibus bills that didn't get passed. This is not uncommon practice but was exacerbated by the pandemic owing to reduced schedules and remote meetings.

Old Business

The federal Fiscal year is ending but no budget for next year has been approved – House Bill for flat funding of \$3.35B was passed, but Senate has not acted.

NH AIM

Jaffrey & Franconia are the big projects. The Jaffrey project is priority owing to age of runway (built in the 1960s); the fairly significant hump in the middle of the runway will be removed for safety reasons; receipt of the funds obligates the airport to be open to the public for the next 20 years. It will take 2

years of funding, coming out of fuel fees, not capital funds, so there is no Governor's spending pause applicable to this project. Work should start in the spring. Good competitive bids were received.

2 years (FY2020 and 2021) of funds are needed for the Franconia and Jaffrey projects, no there will be no solicitations for projects for SFY 2021 and SFY2022. Solicitations will begin next September 2021 (SFY 2022) for 2023 projects.

Grants to Airport Sponsors and Airport Prop Tax Reimbursement Programs are programs passed by the legislature but are unfunded – no activity since 2008

Bureau's Capital budget is in process; Bureau has been requested to cut their budget by 25% (\$285k) due to revenue shortfalls. UAS position is on hold for now.

Bill Moran reports that a large company may be moving headquarters out of CA to Laconia. More to come if this comes to fruition.

The meeting is adjourned at 12:05 upon a motion by Lorri Badolato, Seconded by Tom Malafonte.

Aviation Users Advisory Board –December 18, 2020 at 10 AM

Virtual Meeting Requirement Review:

The Chair of the Aviation User Advisory Board (AUAB) has found that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance to Governor's Order #12 pursuant to Executive Order 2020-04, as extended by Executive Orders 2020-05, 2020-08, 2020-09, 2020-10, 2020-14, 2020-15, 2020-16, 2020-17, 2020-18, 2020-20, 2020-21 and 2020-23, the AUAB is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting which was authorized pursuant to the Governor's Emergency Order.

The AUAB is utilizing Zoom for this electronic meeting. All members of the AUAB have the ability to communicate contemporaneously during this meeting through this platform and the public has access to contemporaneously listen and, if necessary, participate in the meeting as follows:

Join Zoom Meeting

<https://zoom.us/j/94455256040?pwd=QXFIQ0huZTliaitROXNvQVpsMFd4dz09>

Meeting ID: 944 5525 6040

Passcode: 185657

One tap mobile

+13126266799,,94455256040#,,,,,0#,,185657# US (Chicago)

+16465588656,,94455256040#,,,,,0#,,185657# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Washington D.C)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 944 5525 6040

Passcode: 185657

Find your local number: <https://zoom.us/u/aeFwxtYCL2>

If anyone has a problem accessing the meeting, please call 603-271-1677, or email William.Stanfield@dot.nh.gov. In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

Alton Bay Ice Runway
Operational Compliance with COVID-19 Reduction Requirements
December 8, 2020

The Alton Bay Ice Runway is a seasonal state-owned facility that is a large economic driver for the Lakes Region communities. The NHDOT/Bureau of Aeronautics (Bureau) is charged with operating the Alton Bay Ice Runway in a safe manner each year when adequate ice conditions exist on Lake Winnepesaukee in Alton Bay. The 2020-2021 winter season will have the added complication of complying with the State of New Hampshire’s Safer at Home COVID-19 Universal Guidelines, New Hampshire Executive and Emergency Orders, and local emergency management directives. Finding acceptable COVID-19 methodologies while operating the airport in a safe manner in accordance with FAA guidelines will be a challenge.

Because this airport is subject to periodic and unplanned large crowds of people, there will be challenges associated with operational compliance for state employees, visiting pilots and passengers, and general public while at Alton Bay Ice Runway during the 2020-2021 winter season.

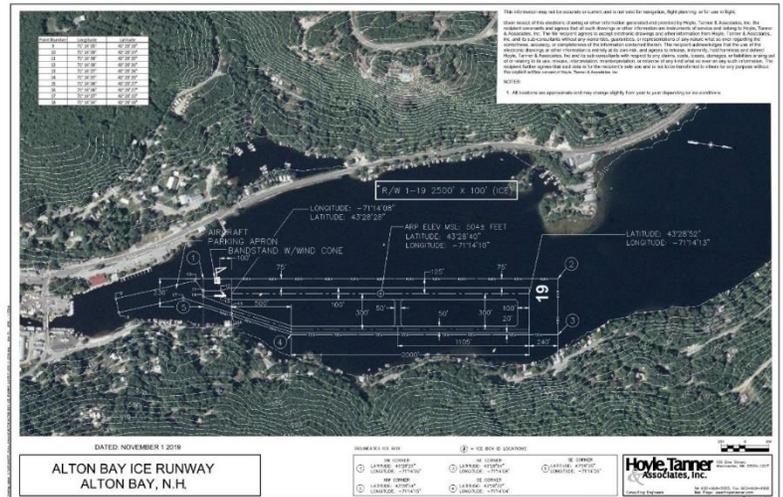
NHDOT’s Preliminary Recommendations

Alton Bay Ice Runway can continue to function as an airport for aircraft operations through the COVID-19 pandemic if weather conditions permit the airport to open.

Recommendations for COVID-19 guideline compliance include:

1. Bureau staff and airport staff will be required to follow NHDOT COVID-19 protocols.
2. Bureau staff and airport staff may need to adjust services at the airport or close the airport if staff quarantines or other safety efforts are necessary.
3. Bureau staff will initiate early and continual outreach about expectations for COVID-19 safety protocols at Alton Bay Ice Runway.
4. Bureau staff and airport staff will coordinate with NH Department of Fish & Game, Town of Alton, and Alton Business Association, as appropriate, for a collaborative approach to limiting crowd sizes and other options for implementing the State’s COVID-19 safety protocols.
5. During busy days at Alton Bay Ice Runway, Bureau staff will give each pilot and their passenger(s) a wrist band after parking their aircraft and walking out of the aircraft parking apron. Only individuals with this wrist band, Bureau staff, airport staff, NH Department of Fish & Game, and other first responders will be allowed access to the aircraft parking apron on these busy days. Airport staff will focus their efforts on maintaining a safe and orderly airport for aircraft operations while Bureau staff will focus their efforts on educating the public and controlling public access to the aircraft parking apron.
6. On low-volume aircraft operation days, the airport is not usually staffed and no monitoring of public access to the aircraft parking apron will be done.

These recommendations may need to be adjusted depending on changes to the States’ COVID-19 safety protocols, airport demand, community concerns, or Bureau staffing capabilities.



Alton Bay Ice Runway
Operational Compliance with COVID-19 Reduction Requirements
December 8, 2020

The Alton Bay Ice Runway is a seasonal state-owned facility that is a large economic driver for the Lakes Region communities. The NHDOT/Bureau of Aeronautics (Bureau) is charged with operating the Alton Bay Ice Runway in a safe manner each year when adequate ice conditions exist on Lake Winnepesaukee in Alton Bay. The 2020-2021 winter season will have the added complication of complying with the State of New Hampshire’s Safer at Home COVID-19 Universal Guidelines, New Hampshire Executive and Emergency Orders, and local emergency management directives. Finding acceptable COVID-19 methodologies while operating the airport in a safe manner in accordance with FAA guidelines will be a challenge.

Because this airport is subject to periodic and unplanned large crowds of people, there will be challenges associated with operational compliance for state employees, visiting pilots and passengers, and general public while at Alton Bay Ice Runway during the 2020-2021 winter season.

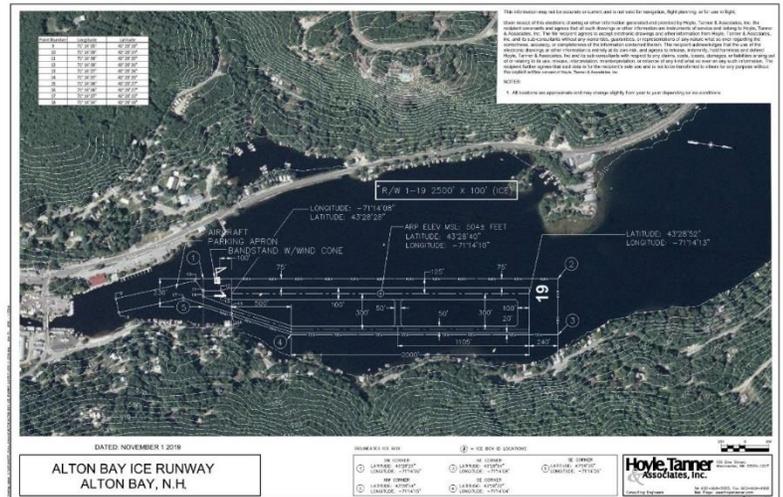
NHDOT’s Preliminary Recommendations

Alton Bay Ice Runway can continue to function as an airport for aircraft operations through the COVID-19 pandemic if weather conditions permit the airport to open.

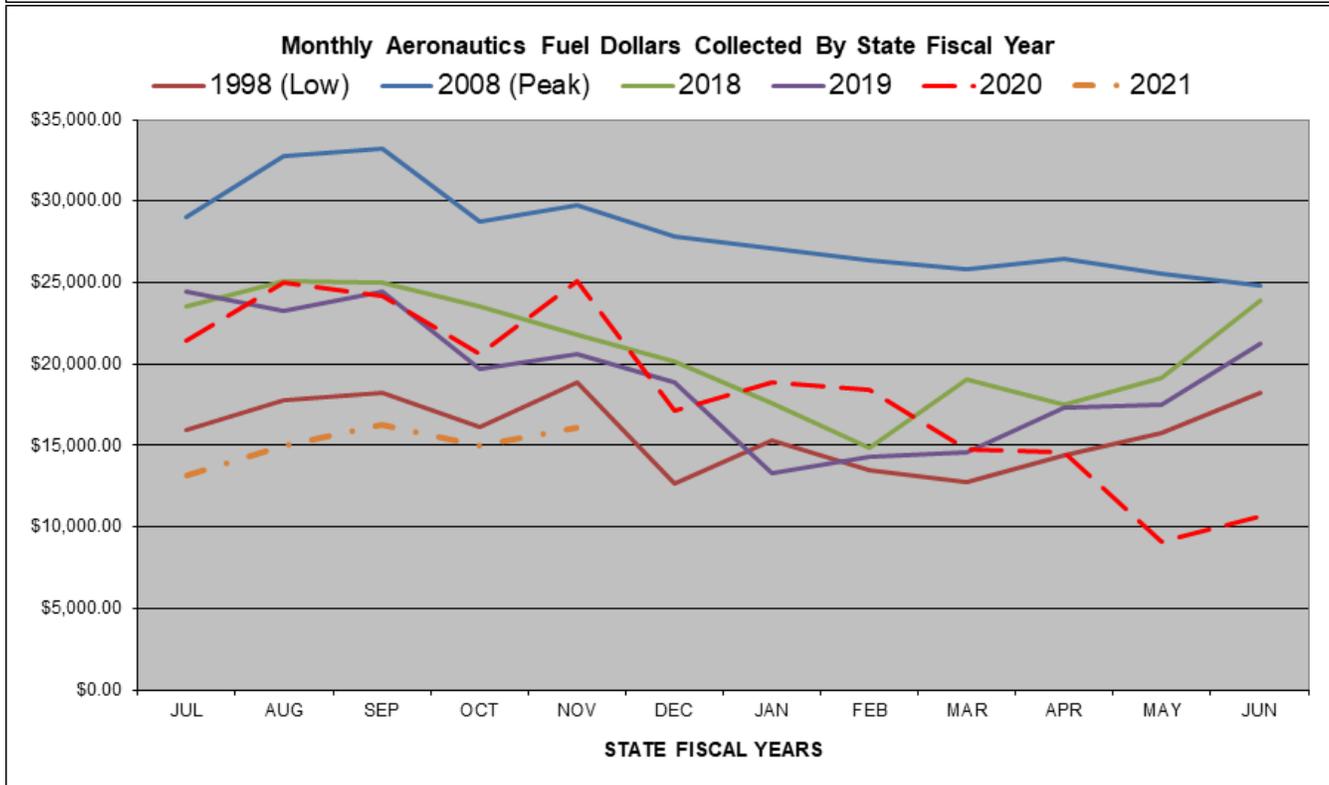
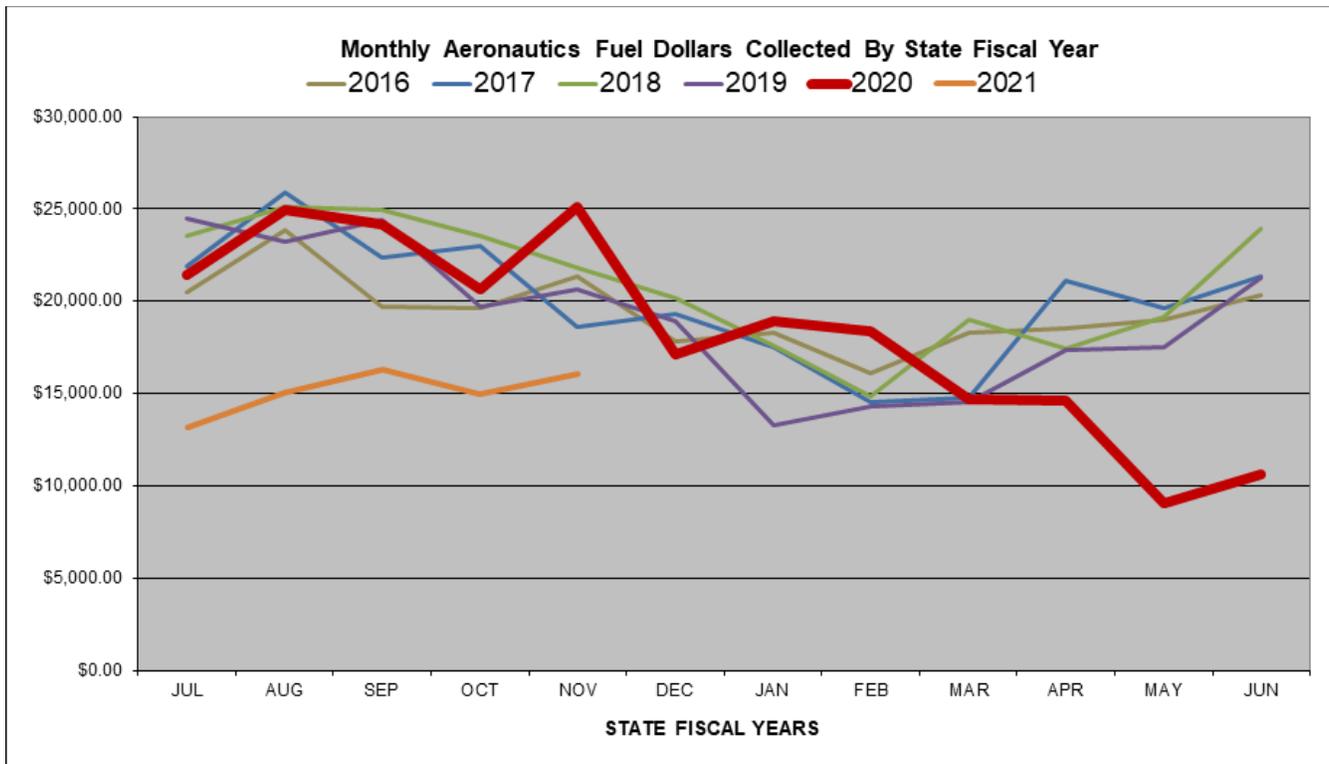
Recommendations for COVID-19 guideline compliance include:

1. Bureau staff and airport staff will be required to follow NHDOT COVID-19 protocols.
2. Bureau staff and airport staff may need to adjust services at the airport or close the airport if staff quarantines or other safety efforts are necessary.
3. Bureau staff will initiate early and continual outreach about expectations for COVID-19 safety protocols at Alton Bay Ice Runway.
4. Bureau staff and airport staff will coordinate with NH Department of Fish & Game, Town of Alton, and Alton Business Association, as appropriate, for a collaborative approach to limiting crowd sizes and other options for implementing the State’s COVID-19 safety protocols.
5. During busy days at Alton Bay Ice Runway, Bureau staff will give each pilot and their passenger(s) a wrist band after parking their aircraft and walking out of the aircraft parking apron. Only individuals with this wrist band, Bureau staff, airport staff, NH Department of Fish & Game, and other first responders will be allowed access to the aircraft parking apron on these busy days. Airport staff will focus their efforts on maintaining a safe and orderly airport for aircraft operations while Bureau staff will focus their efforts on educating the public and controlling public access to the aircraft parking apron.
6. On low-volume aircraft operation days, the airport is not usually staffed and no monitoring of public access to the aircraft parking apron will be done.

These recommendations may need to be adjusted depending on changes to the States’ COVID-19 safety protocols, airport demand, community concerns, or Bureau staffing capabilities.

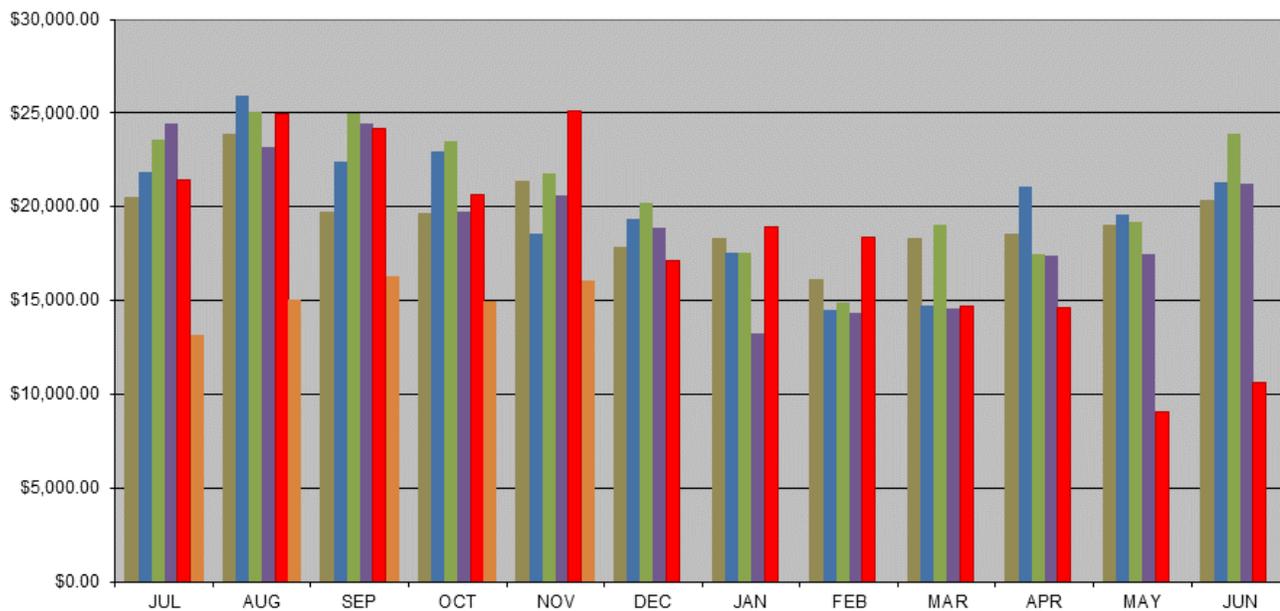


Airway Toll- October 2020

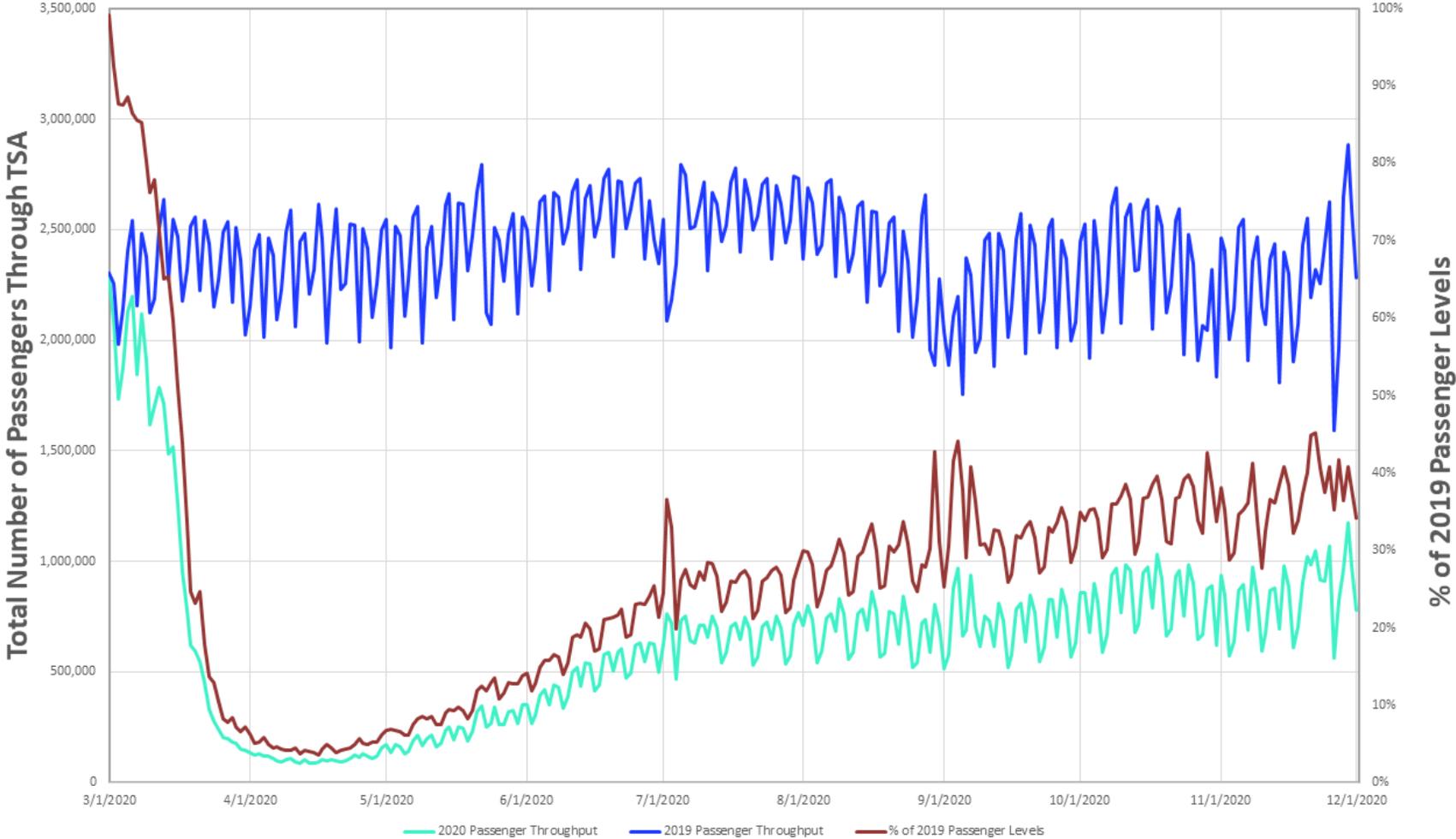


Monthly Aeronautics Fuel Dollars Collected By State Fiscal Year

■ 2016 ■ 2017 ■ 2018 ■ 2019 ■ 2020 ■ 2021



TSA Passenger Throughput Levels



New Hampshire Department of Transportation Aeronautics' Program Update

December 17, 2020 Quarterly Report
Concord, New Hampshire

FUNDING PROGRAMS

AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and ABGP)

FAA authorization runs out on Sep. 30, 2023. The current Continuing Resolution keeping the federal government running expires on December 18, 2020. An FY 2021 omnibus spending bill may be combined with a coronavirus relief bill that's currently making its way through Congress that may avert a federal government shut down on December 19, 2020.

CARES ACT GROUPS 1-4

On Mar. 27, 2020, Public Law 116-136, Coronavirus Aid, Relief, and Economic Security Act (CARES Act), was signed into law. FAA has reimbursed NH airports approximately 60% or \$9,202,536 of operations and maintenance grants (Groups 2-4) and a little more than 6% or \$99,800 of the non-federal share of FFY 2020 AIP grants (Group 1)).

NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)

Up to \$225K/year has been appropriated for this program as the NHDOT's 80% project share; actual amount will depend on aviation fuel taxes collected (aka Airway Toll). Aviation fuel tax collections have been reduced due to the pandemic impacting grant availability. No SFY 2021 solicitation will take place while new revenues are collected. The next project solicitation is anticipated to be late summer 2021.

AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for use at those airports for aeronautical purposes. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis to maximize these AOF Returns. SFY 2021 AOF are planned for distribution to public-use airports by June 2021.

GRANTS TO AIRPORT SPONSORS

There continues to be no funding available in SFY 2021 for the 100% grants to airport sponsors program. Twenty-four airports qualified for this program when funding was available.

AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (eight airports are eligible). This program historically covered less than 100% of the eligible costs but continues to be unfunded in SFY 2021.

PENDING NH LEGISLATION

There is no aviation-related legislation pending at this time.

SFY 2022-23 NHDOT Capital Budgets

- NH Dept. of Administration budget review

SFY 2022-23 NHDOT Operational Budget

- NH Dept. of Administration budget review

REMINDERS

- Quarterly based aircraft lists are due to NHDOT by Jan. 31, 2021 to danielle.plant@dot.nh.gov.
- Single Audit Act reports due for Jan.-Dec. 2019 fiscal year airports no later than Dec. 31, 2020.
- www.SAM.gov registration reminder.
- Quarterly reports for AIP construction projects (FAA Form 5370-1) due to FAA by Jan. 31, 2021.
- USEPA not yet finalized their proposed 2020 NPDES MSGP for stormwater discharges from industrial activities like airports. Once finalized, NPIAS airports will need to update their SWPPP and submit an NOI within 90 days to comply with the new 2020 MSGP.

AVIATION NEWS

- There are new owners of the Moultonboro Airport and they've applied to the FAA to make the airport open-to-the-public again.
- NHDOT/Bureau of Aeronautics' staff continue to work from home, but our Aeronautics Program Supervisor and Account Clerk are physically in the office M-F from 8:00-4:00. All staff phone numbers will roll to their remote location phones for easy access.
- Due to the pandemic, most documents can be accepted electronically by NHDOT. When in doubt, please call.

**Aeronautical Special Fund Current Balance =
\$6,968.36**

For more information:
603-271-2552 aeronautics@dot.nh.gov
<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

Alton Bay Seaplane Base
Colebrook Airport
Errol Airport
Gorham Airport
Newfound Valley Airport
Hawthorne-Feather Airport

Five of New Hampshire's public-use airports participated in the 2019 and 2020 NH AIM Program for state grant funds:

- **Franconia Airport** – Airfield Turf Improvements & Obstruction Removal [1/2 completed]
- **Twin Mountain Airport** – Airfield Pavement Maintenance [completed]
- **Hampton Airfield** – Construct Paved Taxiways [ongoing]
- **Parlin Field** – Acquire SRE [completed]
- **Plymouth Municipal Airport** – Obstruction Removal [completed]
- **Jaffrey Airfield** – Runway Safety Improvements [in G&C process]

Portsmouth International Airport at Pease: The airport is in winter shut down having only punchlist items remaining from the 7 project phases of their runway rehabilitation project. Phased terminal building improvements are on-going.

Lebanon Municipal Airport: The airport's improvements to their snow-removal equipment building, their runway needs study, terminal loop road/parking lot improvements, and SRE acquisition are all on-going.

Dillant-Hopkins Airport: The airport's Taxiway A extension and associated FAA reimbursable agreement subgrant offers are being prepared. Federal funding for the Taxiway A reconstruction has not been released yet.

Laconia Municipal Airport: The airport has only punchlist items and grant documentation remaining on their construction of Taxiway E improvements. Their subgrant offer to carry out apron pavement maintenance recently received Governor approval. The design only subgrant offer for obstruction removal is being prepared.

Mt. Washington Regional Airport: The airport has designed and bid an obstruction lighting and are awaiting a subgrant. A subgrant for airfield pavement maintenance has been issued.

Dean Memorial Airport: A subgrant was recently approved by the Governor for a project to evaluate the feasibility of acquiring land to restore runway safety areas.

Skyhaven Airport: A subgrant for the design of terminal apron improvements is in the Governor approval process.

Concord Municipal Airport: The airport's terminal area study is on-going. A subgrant offer for the acquisition of SRE has been issued to the airport.

Nashua Airport: A subgrant offer is being prepared for the airport's construction of taxiway and taxiway improvements.

Berlin Regional Airport: A subgrant offer is being prepared for the airport's maintenance, repair, and lighting of their terminal apron.

Claremont Municipal Airport: The airport nearing completion of their new terminal building. The airport is preparing an airport master plan update and environmental assessment. The airport is substantially complete with the rehabilitation of their terminal apron. Easement acquisition is ongoing. An upcoming obstruction-removal project has been scoped.

Manchester-Boston Regional Airport: The airport has on-going projects that reconstruct a portion of several taxiways, remove obstructions, address geometric/hot spot issues, replace terminal building/garage fire alarm systems, replace escalators, and acquire SRE.

